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The Daily Press.

HONGKONG, NOVEMBER 5TH, 1903

PRESIDENT ROOSEVELT's successor at the White House is Mr. TAFT. The result of the elections must be a source of very great gratification to the retiring President firstly because the return of Mr. TAFT by even larger majorities than were obtained by Mr. ROOSEVELT himself expresses in the most emphatic manner the nation's approval of the policies initiated by him; and secondly, because the return of Mr. TAFT ensures the continuance of those policies and their extension. In his campaign addresses Mr. TAFT has announced emphatically his intention, if elected, to devote all his energies "to prevail upon Congress to pass laws to clinch the ROOSEVELT policies." Mr. BRYAN has failed in his third attempt and must now recognize that his political theories can never secure for him the position he seeks. He has weakened rather than strengthened the Democratic party in the States, and sturdy old-time Democrats have not hesitated to stamp Mr. BRYAN, without disparagement of his intellectual powers, as the greatest demagogue of the age. We can safely say of Mr. TAFT's election that it will give general satisfaction in the East for the foreign policy of President ROOSEVELT, so far as it affects this part of the world, has admittedly been guided largely by the advice of Mr. TAFT. In the Philippines, among the American community, and, we believe, among the leading Filipinos there will be great rejoicing because the return of Mr. TAFT gives confidence that the needs of the islands will receive the most sympathetic consideration at his hands, for as the first Civil Governor of the islands, Mr. TAFT naturally takes a paternal

interest in the development of the plans he initiated there. We feel confident that Mr. TAFT will in all respects prove a worthy successor of President ROOSEVELT, who will go down in history as a fearless, honest and far-seeing administrator.

THE Edict published last week appointing Grand Councillor CHANG CHIH TUNG Director-General of the Canton-Hankow railway, and vesting in him supreme control is probably a prelude to further interesting developments. It is probably, as our Canton correspondent has remarked, the first step towards the redemption of the line by the Chinese Government. When a year ago Sir CHEN TUNG LIANG CHANG, K.C.M.G., took charge as Director-General of the Kwangtung portion of the railway it was hoped that under his wise and experienced control the dissensions among the shareholders would disappear and that all concerned would unite together to complete their share of this great inter-provincial railway. Such, unhappily, has not proved the case, but regardless of all attacks made upon his administration, Sir CHEN TUNG LIANG CHANG has made steady progress with the work. It is one of the notable facts of public life in China that no man gets credit for honest administration. When a few months ago the second instalment of the share capital fell due only a small fraction of the amount was forthcoming, and the failure or refusal to pay was ascribed to the dissatisfaction of the shareholders with the administration, it being alleged that there had been a reckless expenditure which would make this one of the most expensive railway undertakings in the world instead of, as it ought to be, one of the cheapest. Sir CHEN TUNG LIANG CHANG's reply to the criticisms threw a totally different light upon the figures and showed that his critics, had but a very superficial knowledge of the Company's affairs. Nevertheless, not one tenth part of the second instalment of the share capital has yet been paid up. Two months ago His Excellency CHANG CHIH TUNG was sending down telegrams from Peking threatening that if the second instalment on the shares were not promptly paid the Government would consider the advisability of taking the line out of the Company's hands. We believe our statement is correct that not one-tenth of the amount due on the second instalment has been paid, though the money is more than three months overdue. The intimation given by H. E. CHANG CHIH TUNG that in the event of the Government taking the work out of the Company's hands foreign loans would be raised to complete the line might have been expected to influence the dilatory or recalcitrant shareholders more effectively than any other argument, for it was with the express intention of avoiding the employment of foreign capital for the construction of the line that the Company was formed. Government interference was objected to three years ago with equal vehemence. But the times have changed, and evidently the people of Kwangtung have changed with them, for the defaulting shareholders have manifested no concern over the possibility of the employment of foreign capital. They are still deaf to appeals for payment of the second instalment and the alternative pointed out by the Peking authorities has apparently evoked no protest. For some reason or other a change seems to have come over the spirit of the people's dream during the last few years and the prospect of the great trunk line being constructed with the assistance of foreign capital seems now to be regarded with complaisance. It is plain that the Government does not intend to suffer this work to be delayed. Time will doubtless be allowed to see whether the Edict giving to CHANG CHIH TUNG absolute control of the affairs of the railway will have the effect of encouraging the shareholders to pay the calls due on their shares. His Excellency has been given full power in the matter of raising funds for the railway, and we assume from this that if the necessary funds are not forthcoming from the shareholders who have promised to provide them, it will be within the competence of the Director-General to procure them from other sources. It has been estimated by a competent authority that the average cost of the permanent line, including rolling stock, of the 720 miles between Canton and Hankow will be about \$75,000 per mile, and at present it does not seem that one-fifth of that is likely to be provided by the people of China who talked three years ago of furnishing the whole of the capital. Doubtless the new Director-General will soon want to know definitely what possibility there is of obtaining the funds immediately required, and so far as one can see, now, the redemption of the line by the Government is a by no means unlikely event of the near future.

According to a London tea firm's report, the imports of China tea this year into England show an increase of 117 per cent. over 1907, and 350 per cent. over 1906.

A Tonkin contemporary says that of no man can it be better said than of the new Governor-General of Indo-China that he is the right man in the right place.

Tsotai Y. C. Wong who has been appointed a Director of the China Merchants Steam Navigation Co., was formerly for many years Messrs. Butterfield and Swire's Agent at Lohang.

At the Magistracy yesterday Mr. J. R. Wood sentenced a native to three months imprisonment for breaking and entering a godown at 14, Moon Street, Wanchai, and stealing \$22 worth of bamboo.

A native who was arrested on the Maseo steamer "Sai An" with a revolver and 260 rounds of ammunition was yesterday fined \$5 by Mr. Wood, who also ordered the confiscation of the revolver and ammunition.

Dr. Buntflower is resigning the Bishopric of Dorking to proceed to Japan to assist Dr. Awdry, the Bishop of South Tokyo. Dr. Buntflower offered himself for Missionary service just prior to the Pan-Asian Conference, and the offer, a London contemporary says, aroused much interest as Dr. Buntflower might reasonably have expected higher preferment at home.

In the world of functionaries in Indo-China we learn from a Tonkin paper there is a consideration over the suppression of a number of directions générales. It is nothing less than a revolution rendered necessary by the excessive number of functionaries which has more than doubled in ten years, of whom the greater number have been appointed not because of their qualifications for the post, but solely because it was agreeable to certain powerful personages. If nepotism flourishes in France, adds our contemporary, it is in Indo-China that it reaches its fullest development.

A LEADER OF THE RIOTERS.

M. GISTRETT'S DECISION RE-ATTEMPTED.

The re-hearing of the case in which Leung Sing Tak was committed to jail for six months for being a ringleader of the boycotters was taken by Mr. J. R. Wood at the Magistracy yesterday afternoon.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) who appeared for the prisoner said he intended to call witnesses to show that he was not a man likely to be a ringleader in an affair of this kind. He wished first, however, to ask Inspector Ritchie if he really thought that this man was a ringleader.

Inspector Ritchie considered he was, seeing that he tried to break open the doors and was leading the crowd.

The prisoner was called, and said he was employed in a fish monger's stall at the Central Market. On Sunday night he was sent out by his master to pay a bill, and on his way back to the market he met a friend. Seeing a crowd of over one thousand men in Queen's Road they went along to see what was the matter. Witness had a pair of dogs on at the time, and was afraid of walking too quickly lest he should tread on the feet of some of the crowd and get into trouble. As the crowd swayed his way he and his friend were pushed under the verandah and then up to the door of a shop which had iron bars in front of it. He was hanging on to these iron bars with both hands so that he should not fall when the police arrested him.

Have you ever attended any meeting in connection with the boycott?—No, I don't know the meaning of meeting yet.

You were arrested just outside of this shop?—Yes.

Were you shouting and urging the crowd to attack the shop?—I called out a few times to my friend to let him know where I was, as I lost sight of him in the crowd.

After further evidence had been heard Mr. Dixon asked his Worship to say that Inspector Ritchie had made a bona fide mistake, and discharge the defendant.

His Worship re-affirmed his decision.

AN UNRULY SON.

A Chinese boy, 15 years of age, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of storing the police in the recent riot. His Worship adjourned the case on the previous day in order that the parents of the youth might be brought before the court. Yesterday the mother appeared and his Worship asked her whether she would take the boy home and give him a whipping, or whether she would prefer the police to do it. The boy's mother said the police had better take him in hand, as he was a very unruly boy. On his Worship's instructions the youth was then taken out of court by a sergeant and given a taste of the birch. It was not long before his sorrows penetrated to the Police Court, and then his Worship sent an inspector to order the sergeant to desist, and to bring the boy back into court. When the sorry and sore youth returned, his Worship asked the mother if she was satisfied. "No," said the woman, "the more he gets the better he will be." His Worship dismissed the pair, and as they left the court the mother was roundly abusing her offspring.

LATEST STEAMER MOVEMENTS.

The P. & O. str. Palermo left Singapore for this port on the 3rd inst. at 3.30 p.m.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Ointment, Lait Charmant and Special Skin Tonic and Foodie Charmant will enable you to do it. For Specialties for the Skin see the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 622

TELEGRAMS.

[THE DAILY PRESS'S EXCLUSIVE SERVICE.]

AMERICAN PRESIDENTIAL ELECTION.

LONDON, November 4th.

Mr. W. H. Taft had been elected President by a big majority. There was a record poll.

THE NEW YORK ELECTION.

LONDON, November 4th.

Tammany has defeated Mr. Hughes.

THE COTTON CRISIS.

LONDON, November 4th.

Another Lancashire cotton operatives' ballot is being taken, and the result will be announced on the 17th instant.

INCREASED TAXATION IN GERMANY.

LONDON, November 4th.

The new taxation in Germany is estimated to yield £23,750,000.

This amount will be raised from taxes on liquors, tobacco, electricity, gas and death-duties.

THE "NEAR EASTERN" SITUATION.

LONDON, November 4th.

The situation in the Balkans is announced to be growing more serious.

THE PRESIDENTIAL ELECTION.

Tokyo, November 4th.

American telegrams received here report that the election has been won by Mr. Taft.

THE AMERICAN FLEET AT AMOY.

AN UNEXPECTED "ILLUMINATION."

AMOY, November 4th.

At midnight the postal matched was destroyed by fire. It was apparently caused by a spark from the fireworks.

Rear Admiral Emery yesterday telegraphed birthday congratulations to H. M. the Empress Dowager.

In the sporting contests the "Virginia's" men won the football trophy and the "Kentucky's" men secured the prize for baseball. The trophies were presented to the winners by His Highness Prince Lang and H. E. Liang Tung Yen amid the greatest enthusiasm.

At the dinner cloisonne cups were presented on behalf of the Chinese Government as souvenirs of the visit.

SHANGHAI RACES.

SHANGHAI, November 4th.

The results of the third day of the meeting are as follows:—

THE FLYWAY PLATE.
Mr. Buxey's Jubilee Rose ... (Mr. Burkill) 1
Mr. Ballou's Aurora ... (Mr. Moller) 2
Mr. Marshall's Myrtle Tree ... (Mr. Vida) 3
Time 1m. 54.3/5s.

THE FOUR-MATING CUP.
Mr. Sazo-Borussia's Jupiter ... (Mr. Moller) 1
Mr. Ellis Kadourie's Kindahar Chief ... (Mr. Schnorr) 2
Mr. John Peel's Kirby ... (Mr. Waulamier) 3
Time 2m. 55.4/5s.

THE COSMOPOLITAN CUP.
Mr. Ballou's Bucephalus ... (Mr. Moller) 1
Mr. G. D. Cottle's Sire ... (Mr. Vida) 2
Mr. N. V. Hickling's Marbles ... (Mr. Schnorr) 3
Time 4m. 42.2/5s.

THE GRAND STAND STAKES.
Mr. W. G. Pirie's Huntsman ... (Mr. Burkill) 1
Mr. Ellis Kadourie's Mysore Chief ... (Mr. Moller) 2
Mr. Argentin's Criollo ... (Mr. Schnorr) 3
Time 2m. 30.3/5s.

THE PAUL-MUTUEL CUP.
Mr. John Peel's Manchu King ... (Mr. Waulamier) 1
Mr. Ellis Kadourie's Mohawk Chief ... (Mr. Moller) 2
Mr. Buxey's Spring Rose ... (Mr. Burkill) 3
Time 3m. 37.4/5s.

THE MAJORITY STAKES.

Mr. Speeder's Doubleless ... (Mr. Hayes) 1
Mr. Yank's Pinnacle ... (Mr. Linton) 2
Messrs. Morris and Ayscough's Meddled ... (Mr. Crighton) 3

Time 2m. 55.3/5s.
THE CONSOLATION CUP.
Mr. F. B. Marshall's Myrtle Tree (Mr. Vida) 1
Mr. Toog's Spruce ... (Mr. Hayes) 2
Mr. Martin's Argus ... (Mr. Crighton) 3
Time 2m. 55.4/5s.

THE CHAMPION SWEEPSTAKES.
Mr. Ballou's Gemini ... (Mr. Moller) 1
Mr. Sazo-Borussia's Sagittarius (Mr. Schnorr) 2
Mr. Bailey's Morik ... (Mr. Poulsen) 3
Time 2m. 49.4/5s.

THE JOCKEY CUP.
Mr. Fash's Marbles ... (Mr. Springfield) 1
Mr. Ballou's Virgo ... (Mr. Dalgarno) 2
Mr. Manchester's Skipper ... (Mr. Eggers) 3
Time 2m. 02s.

[REUTERS'S SERVICE.]

GREAT BRITAIN AND GERMANY.

LONDON, November 2nd.

The German Foreign Office, to which Prince Buelow passed on the Kaiser's interview, explains that its officials imagined the publication by the Daily Telegraph had already been decided upon, and that they were only required to check the historical accuracy of the statements made therein.

THE EUROPEAN SITUATION.

LONDON, November 2nd.

The Russian newspapers strongly oppose the proposed European Conference unless it includes the discussion of territorial compensation to Serbia and Montenegro. Many of them also oppose the recognition of the annexation of Bosnia altogether, and urge its refusal by the Conference.

CANTON.

[FROM OUR CORRESPONDENT.]

November, 3rd.

THE SHAMEN SWIMMING BATH.
At the last meeting a resolution was passed approving of the lease of Lot No. 78 to the Municipal Council for the purpose of constructing a public swimming bath. The original estimate given at the meeting for the construction of the bath and club house was \$28,000.

The scheme is not to be so elaborate and has since been reduced to \$16,000. The capital will be subscribed, the shares being \$100 each.

Another meeting is to be held shortly when definite arrangements will be made.

YUNNAN REBELLION. OFFICIALS BREACHED AND CASHIERED.
As a sequel to the Yunnan rising and the consequent disturbances on the frontier of Annam, three officials were ordered by Imperial Edict to be beheaded, six others cashiered and several were also banished.

MACAO-CANTON RAILWAY.
It will be remembered that the Macao-Canton Railway concession was cancelled and given to a Chinese syndicate, Tong shew Yip, Leong Wan Luk and others. Chang Pei Sze, formerly Li Minister of Agriculture, Labour and Mines in the Southern Provinces, has been negotiating on his own account with the Macao Government. This has come to the ears of the Central Government who have called upon Chang Pei Sze to explain himself. Viceroy Chang has also received instructions from the Wai-Wa-Pu to investigate the matter and report if Chang Pei Sze has signed any contracts with the Macao Government which might involve the Chinese Government in international difficulties.

OFFICIAL MATTERS.
It is reported that Cheong Fook Kai, Nam Hoi Magistrate, and Chow Yu Tan, Poo Yu Magistrate, will both shortly be removed from their offices.

Owing to the cashiering of Ching Chang Chow, Admiral of the Yangtze fleet, Admiral Shat Chan-Ping of Canton has been promoted to fill that position. Acting Admiral Li Tanu will be promoted full Admiral of the Southern Squadron.

CANTON-HANKOW RAILWAY.
The Directors of the Canton-Hankow Railway Company have reported that the following Charitable Institutions have collected on behalf of the Company during the 9th month the sum of Tsels 147,545. Macao 7 and Candarines 6 due on the second instalment of the shares:—

	Tsels m. o.
Oi Yuk Charitable Institution	42,314 3 2
Sung Ching	7,236 4 3
Wei Hing	27,000 0 0
Ming Sia	6,917 4 6
Wong Chai	33,920 0 0
Sat Sin	3,768 0 5
Wong Yan	24,512 0 0
Canton Chamber of Commerce	1,875 5 2
Total Tsels	147,545 7 8

EXPENSIVE AMUSEMENT.
The other day the Chief Abbot of the Wah Lum Temple was arrested and fined \$1,000 for the offence of being drunk at a public house.

THE CHIEF OF POLICE STATION.
The Chief of Police Station for the Canton-Hankow Railway was a girl named "Sing Song" who was engaged to sing a few songs in the Canton Shan Hotel. The poor girl was also fined \$50 for accepting the engagement and the Hotel was sealed and all its furniture confiscated. The total cost of the Chief Monk's amusement for that evening when reckoned out comes to something like \$10,000. This includes the value of the Hotel building, its furniture, and \$1,050, in fines. The fines were paid. Public opinion is that the Abbot got off "dirt cheap" as he is said to be a fabulously wealthy man.

IMPEDING THE NAVIGATION OF THE "LOONG SANG."

TROUBLE ON THE HIGH SEAS.

Before Mr. J. R. Wood, at the Magistracy, yesterday, the No. 1 fireman of the steamer "Loong Sang" was presented for assaulting the second engineer, and the same defendant, together with three other members of the crew, were charged by the captain of the steamer with impeding the navigation and progress of the vessel.

Mr. Davidson (of Messrs. Hastings and Hastings) represented Captain S. J. Payne; Mr. Goldring appeared for the second engineer; and Mr. Otto Kong Sing appeared for the fireman on both charges.

His Worship heard the assault case first. Mr. Goldring stated that while the complainant and the third engineer were in the engine room on Saturday morning last, the defendant, the No. 1 fireman, was observed drinking water out of a mess room glass. Complainant warned him not to use glasses belonging to the mess room, and later the defendant rushed up to complainant, said he wanted to fight, and struck him. Complainant drew back, but as defendant rushed at him again, he knocked him down. The third engineer was sent to the chief engineer to report insubordination, and complainant shortly afterwards went on deck where he was followed by the fireman. The defendant then chased the engineer with a chopper, and the latter rushed into the mess room and secured a bottle with which to defend himself. The defendant then became so violent that he had to be put in irons, and he threatened to take complainant's life.

J. G. M. Yull, second engineer of the a.s. "Loong Sang," said he saw the defendant going to drink water out of a mess glass last Saturday morning. The defendant was the No. 1 fireman, and spoke English well. After the mess room boy had gone on deck from the engine room defendant stepped up to witness and said, "I want to see you make fight?" Witness stepped back, and as the defendant followed him witness knocked him down. When the defendant got up and tried to seize a spooner witness knocked him down again. He then sent the third engineer to report to the chief engineer, and went upon deck, the defendant following him. When the deck was reached the defendant rushed at him with a chopper. The chief engineer seized the fireman's arm, and the captain relieved him of the chopper.

Cross-examined—What weight are you?—I couldn't say.

Isn't it a fact this man bears a good character on board?—Not with me.

And you say the defendant challenged you to fight because you prevented him from drinking out of a mess room glass?—That is so.

Was the defendant not unconscious after you struck him a second time?—No.

George Park, third engineer of the "Loong Sang," saw the defendant strike the second engineer twice while in the engine room. On deck he saw the defendant with a chopper in his hand and the second engineer in the mess room defending himself with a chopper.

In cross-examination witness said he did not see the defendant in irons, but he knew that seawater and bandages had been applied to his head.

Mr. Kong Sing said the case for the defence was that the second engineer, when he saw the defendant drinking out of the glass, struck him on the head and knocked him down.

Defendant said he had been No. 1 fireman on the "Loong Sang" for four and a half years. After taking the drink out of the mess room glass, which this "boy" gave him, the defendant struck him, and he became unconscious. When he recovered consciousness he rushed on deck shouting "save life," and the captain put him in irons. This was two days out from Hongkong.

Cross-examined—First of all the captain handcuffed you to a skeleton?—Yes.

And you slipped your hands?—Yes.

Then why were you put in double irons?—I don't know. I was unconscious.

Captain Payne deposed to putting the defendant in irons because he was a public danger, and had threatened to take the second engineer's life. His conduct had been good up to within the last couple of months.

Cross-examined—That was during the time the second engineer was on board.

You kept this man in irons two days out of Hongkong, didn't you?—No, only for twelve hours.

But you kept the man locked up?—Yes.

The case of impeding the vessel's navigation was then proceeded with.

Mr. Davidson said the alleged disobedience of orders took place on the same occasion as the assault. The vessel was then off the north coast of Luzon and in consequence of the fireman's behaviour and the refusal of the other defendants to return to duty, the ship lost steam, and was becoming unmanageable. The Captain told the second, third and fourth defendants to return to their work, but they refused until they received orders from the first defendant. They told the Captain that he had ordered them to stop, and that they did not intend to go back until he was released. They were then appealed to individually to return to duty, and the first defendant, who was in irons, was ordered by the Captain to tell his men to go back to their posts, but he refused. At about one o'clock they were able to persuade the three defendants to return to their work by threats of returning to Manila to obtain naval assistance.

After hearing evidence his Worship sentenced the No. 1 fireman to six weeks imprisonment on the charge of assault, and on the second charge the other three defendants were each sentenced to seven days' hard labour.

THE AMERICAN FLEET'S VISIT TO AMOY.

[FROM OUR SPECIAL CORRESPONDENT.]

Amoy, October 30th.

Those who know Amoy may smile to see it compared to Venice. I have heard this comparison made by more than one. And it does not seem altogether inept. If one wants to go almost anywhere a sampan has to be employed. Supposing business takes the visitor to the American Consulate it is too uncertain to walk round the tortuous roads of Kulangan in the hope of getting there. Far better to go by water, and you are landed at the door. And the same with other houses and offices. It follows too that with most of the business transacted on the Concession on the Amoy side business people as well as visitors have to spend a few hours daily on the water. But the likeness to Venice does not end with the principality thoroughfare being a waterway; the sampans themselves help to heighten the impression. They are gay with colour, they are slightly raised fore and aft, and the boatman stands to his ears, as most Chinese do. There perhaps the comparison ends.

Amoy itself has a reputation which need not be mentioned. The city struggles along the sandy shore of the inner harbour, dominated by the rocks which thrust their innumerable curious forms into the sky line or dip the surface of the low-lying hills. The harbour too is dotted with rocks, forming striking marks above water and menacing unwary craft underneath. The feature of Amoy is indeed its rocks, many attracting attention by their peculiar contour. A walk through the native city, especially in the evening, suggests inference to the visitor who finds himself going down and down, descending steps and crawling along narrow gloomy streets, in which flitting lights accentuate the gross darkness. That of course is expected in an old Chinese city, but what can be said of Kulangan, the beautiful island given over to the foreign settlement? It possesses many charming rocks, many interesting rocks, and many fine residences. But its roads, Ah! The maze, as our American friends would say, is only a nightmare to them. They are pretty enough, but they don't begin anywhere and they end in the same place. They turn and twist in sheer wantonness, and after the visitor has succeeded in losing himself once or twice he decides that it is better to take a sampan if he wants to get to any place that is accessible.

Well, this quiet sleepy place has suddenly awakened. It is full of people; its harbour is full of ships. The half of the Great White Fleet, the eight big American battleships accompanied by a presentable Chinese squadron of cruisers and gunboats, are lying off the old fort. The East and the West are united. The old and the modern have met. China herself supplies the greatest contrast. The fortifications, relics of the antiquity which still enthral the land, are now held by smartly uniformed soldiers, armed with rifle and bayonet and equipped like the most modern troops, the officers too displaying as much braid and gold as those of any Western country. Behind the fort is the parade ground with its beautiful reception hall and about a dozen matchless. It is alive with colour; it is throbbing with animation.

After the big guns had boomed their greetings, the time was spent in exchanging visits. Nightfall produced a sight which has certainly not been witnessed in Amoy before. The eight battleships were illuminated from every possible part. Their stately outlines arose in a mass of electric bulbs, and as the light shimmered over the surface of the water the effect was very striking. The Chinese were moved to "Hi-yahs" and those who aspired to plégin English expressed themselves "look see plégin belong rely nice." Before seven o'clock the steam pinnaces of the Fleet maintained a regular service to the race course carrying the 3,000 men who were to dine on shore, and, of course, the Admiral and Officers who were to be similarly entertained.

The men had a good time in the matchless. They all seemed to enjoy the Chinese fare, and as it was washed down by plenty of liquor, they had no cause for dissatisfaction. The meal was well served. Then to add to the pleasure of the men they received a number of souvenirs, such as fans, flags and so on. Afterwards they adjourned to the Chinese theatre where a talented company of Chinese artists performed.

The Admiral and Officers were entertained in the reception hall which was decorated in excellent taste throughout. His Imperial Highness Prince Yu Liang, His Excellency Sung Shou, Viceroy of Fukien, His Excellency Liang Tun-yen President of the Board of Foreign Affairs, His Excellency Shang Hai Hong, provincial treasurer, and Rear-Admiral C. P. Sab, Commander-in-chief of the Chinese Squadron, received the visitors. Including members of the reception committee, Chinese officials, gentry, and Americans, about 200 sat down to dinner. The menu was typically Chinese but, of course, the excellent liquors were brought from other lands. The visitors were not altogether new to chop sticks, having made use of them in Japan, but knives and forks were provided for those who were not expert with the chopsticks. The repast was thoroughly enjoyed. With good food, good wine and good fellowship it could not well be otherwise. A naval band accompanied the reception committee during the evening, the programme opening with the Chinese National Anthem, followed by the American "Hail Columbia."

At the conclusion Prince Yu Liang made a short speech in which he welcomed the American fleet and expressed China's appreciation of the assistance rendered her by America. He also thanked the officers of the Fleet for their presence and added that China was very sensible of the great honour done her by that visit. The sentiments expressed were received with great applause.

Rear-Admiral Emery, in reply, said America had always been China's friend, and never were the relations between the two peoples more cordial than at present. If anything could further cement that friendship it would be the magnificent reception which had been tendered to them. He expressed the thanks of the fleet for the reception. Then he proposed the toast of the Emperor and the Dowager Empress and called for three cheers for Prince Yu Liang. These were heartily given.

An enjoyable entertainment followed. Le-gordmain, tumbler, and the tricks of the great Ching Ling Foo took part in the programme, but what was perhaps most appreciated by the guests was the singing of a little Chinese maid, who rendered "Marching through Georgia" in a manner which captivated all her hearers and she had to respond to the imperative encore.

"This beats anything we've had yet," said one of the officers and apparently he expressed the opinion of his brother officers. They all returned to their ships delighted with their reception.

An incident which marred the pleasure of the day was the limitation of passes to the parade ground by the native officials. At first it was arranged that each Consul should receive 100 tickets for distribution, but strange enough only sixty were sent to each Consul this morning. Naturally great irritation was felt among the foreign residents here, as it meant that the heads of the British firms were unable to get tickets, as also the British Consul and his staff. The British Consul did not let it pass without a dignified protest, as is shown in the following statement which appeared as an express: "The undersigned begs hereby to notify the British community that no further applications for tickets to view the sports on the race course can be accepted, owing to the action of the native authorities, who have limited the number to be allotted to British subjects to sixty, alleging, as a reason, the limited space of the locality. These have all been allotted according to priority of application. Needless to say, none have been reserved for the use of the undersigned or his staff.—A. J. SUNDRIE, H.B.M. Consul."

October 31st.

The firing of salutes again to-day indicated the visits paid by Consuls and others. The race course was the Mecca of almost the entire population where baseball was played by teams from the respective ships to the great delight of the Chinese onlookers.

It is unfortunate that the men are not allowed to enter the native city or land on Kulangan. The visit must lose its educational value thereby, but they are not the only sufferers; the shopkeepers are keenly disappointed. The few on Kulangan are lucky, as they benefit by the officers being permitted to land on the island.

The incident regarding the limitation of passes is ended. The protest of the British Consul was placed before the high officials with the result that the needed tickets were forwarded. The Imperial Chinese Commissioners and Reception Committee were the guests of Admiral Emery at luncheon on board the flagship. Later there was a general reception on the "Louisiana" which was largely attended. The Admiral came on the quarter deck arm in arm with the Prince.

Football by ships' crews and boxing on the parade ground formed attractions for a large number during the afternoon.

At night both officers and men were entertained to a Chinese dinner, the proceedings being practically identical with those of the previous evening.

NOVEMBER 1st.

This being Sunday there was no official programme. Luncheon was served ashore. In the reception hall one of the officers proposed the health of Dr. Mark (the Taoist) which was enthusiastically drunk. The Provincial Treasurer also made a complimentary speech. In the afternoon parties were formed to visit temples in the vicinity, and tea was dispensed at the Nan Pa To temple where the Viceroy and the Provincial Treasurer received the guests.

NOVEMBER 2nd.

Another 3,000 men are ashore and sports are again in full swing on the race course. The Amoy Club dispenses hospitality to day. At noon there is a reception to the American officers and to the Chinese officials, followed by luncheon at the Club, while in the afternoon there are tennis and sports on the Recreation Ground for the entertainment of officers and Chinese officials. The ladies have an "at home" later, and at night the American Consul entertains the officers and Chinese officials to dinner. The festivities on Kulangan will conclude with a dance at the Amoy Club, followed by supper and a display of fireworks. The "Louisiana" will, on leaving here, proceed to Hongkong where Rear-Admiral Emery will lower his flag, having reached the age limit, and will thence go home by steamer. The fleet sailing to Manila will be under the command of Rear-Admiral Schroeder.

FIRST VISIT OF AMERICAN SHIP TO CHINA.

The present visit of American ships, the Shanghai Times remarks, recalls the first visit of an American ship to the shores of China. Strange to say, the name of that ship was "The Empress of China," and it entered the port of Canton on the 30th of August, 1794. The supercargo of this ship was Samuel Shaw, who has published a journal of the visit with which the American flag has been treated in that distant region, and the attention of the Chinese directed toward a people of whom they have hitherto had but very confused ideas. They styled us the new people; and when by map we conveyed to them an idea of the extent of our country, with its present and increasing population, they were highly pleased at the prospect of so considerable a market for the productions of their land. To every lover of his country, as well as to those who are immediately concerned in commerce, it must be a pleasing reflection that a communication is thus partly opened between us and the eastern extreme of the globe.

ANNUAL LICENSING SESSIONS.

The annual meeting of His Majesty's Justices of the Peace to consider applications for publicans' and liquor licences for the forthcoming year was held at the Magistrate's yesterday afternoon. Mr. J. B. Wood presided and among the other Justices were the Hon. Mr. E. A. Irving, Captain F. J. Baderley, Messrs. W. Bowen Rowlands, G. N. Orme, H. K. Kom Tong, A. H. Hollingsworth, A. Shelton Hooper, E. D. C. Wolfe, R. O. Hutchison, A. Denison, D. W. Trautman, A. F. Aroull, Ng Li Hing and Captain W. E. Clarke.

The following were granted publicans' licences for the hotels mentioned:—

A. F. Davies, The Hongkong Hotel, 21-31, Queen's Road Central and 1-3, Pedder Street; D. Dorabjee, The King Edward Hotel, 3 and 5, Des Vaux Road Central; F. Silberman, The Globe Hotel, 184, Queen's Road Central; M. Sternberg, The International Hotel, 318 and 320, Queen's Road Central; W. Krater, The Rose, Shamrock and Thistle Hotel, 304 and 306, Queen's Road Central; M. Matthey, The Oriental Hotel, 2, Queen's Road Central; G. Green, The Criterion Hotel, 98 and 100, Queen's Road Central; M. Tobetoholinski, The Land We Live In Hotel, 332 and 334, Queen's Road Central; B. Mayer, The Colonial Hotel, 1, Jubilee Street; L. Comar, The Cosmopolitan Hotel, 85, Des Vaux Road Central; E. Oliver, The New Travellers' Hotel, 70, Queen's Road Central; C. L. W. Seeger, The German Tavern, 268 and 268, Queen's Road Central; R. H. Whitaker, The Praya East Hotel, 4, 41 and 42, Praya East; J. E. Barker, The Star Hotel, 184 and 186, Queen's Road Central; and 69 and 101, Wellington Street.

The application from I. Grusman for a publican's licence to carry on the business of the Central Hotel at 78, Queen's Road Central, was then considered.

Mr. M. J. D. Stephens appeared for the applicant, Mr. John Hastings appeared to oppose the application on behalf of Mr. G. Green of the Criterion Hotel, and Messrs. C. F. Dixon and E. B. Deacon also appeared to oppose the application on behalf of Chinese shopkeepers in the vicinity.

The Chairman stated that he had received two petitions asking the Justices not to grant the application. Mr. Deacon put in a third.

Mr. Stephens stated that the applicant moved into the part of the town where he now was because his old premises had to be rebuilt, and it would take a month or six weeks to complete that rebuilding. If the Justices allowed his client to remain there for a month or six weeks, he would then apply for permission to stay there permanently, and would give his reasons why later. He thought as the matter stood at present the police had no objection.

The Chairman:—The police have no objection as a temporary measure.

Mr. Stephens put in a letter received from Captain Lyons, and asked the Justices to consider the question of allowing his client to stay where he was until his old premises were rebuilt. Then if the house was well conducted one he would apply for permission to remain there altogether. There were other hotels in the vicinity, and if there were one or two there that was no reason why there should not be more. He did not see why the privilege should be given to the few to stay in the centre of the town if others were to be debarred. That was not a fair way to look at the matter. If they were going to have a hard and fast rule they should not allow anyone to go beyond the cross roads. The first public house was the one to which the rich took the men who frequented those places; they went to the nearest so that they could speedily return to the wharf and get home. On Sunday when the fleet arrived here the speaker passed along Queen's Road West and was nearly knocked down several times, not only by drunken men but by rickshas. This did not affect him very much, because he managed to dodge them, but some people would not like that. Take ladies, for instance. It would be a very unpleasant thing for them to pass these public houses. These ladies stagger when they go along (loud laughter). Not in the sense perhaps that your Worship and the Justices are thinking, but they stagger at the sight when they go down to buy oranges or other articles and see these public houses in full swing. If the Justices had passed along Queen's Road West when the fleet was in they would have seen a perfect pandemonium. If his client was debarred from moving up towards the central he contended that the real ought to be debarred, and he would say that for the good order of the town all these hotels should be removed beyond the cross roads. Considering the narrowness of the streets and the amount of the traffic it was not right that they should be in the central, and some day or other there would be an accident; some man would be knocked down and injured. He thought they ought all to be removed, and as suggested that his Worship should go along occasionally and see for himself. There was a Jack Tar picket and a Marine picket to keep the blackjackets in order, so the Naval Authorities evidently thought there was necessity for keeping order, and, if they did, surely the police of the Colony would. If there was a sudden demand on the police, and none available to keep order, these men would turn up by the part of the town.

Captain Baderley:—They would come and help us probably.

Mr. Stephens:—They would probably be in the public house.

Captain Baderley:—But they would come out. Mr. Stephens:—You couldn't get them out if they were being entertained. Jack Tar wouldn't obey the orders of the police.

Captain Baderley:—No.

Mr. Stephens:—But he would probably use very strong language.

The Sessions then adjourned.

THE PERSONAL EQUATION IN POLITICS.

The story of the secret negotiations which preceded the famous Home Rule split in 1889 is told with much fresh detail in the new number of the "Cornhill Magazine," and it is to be feared that it will not add to the reputation of the principal actors. Great issues were at stake, and on both sides there was without doubt honest conviction. At the same time Mr. Lucy, on the information of Mr. Labouchere, makes it clear that the final grouping of forces was largely determined by considerations of personal pride. The Marquess of Hartington and many other moderate Liberals were consistently opposed to Mr. Gladstone's whole scheme; but a larger body of more advanced Liberals, led by Mr. Chamberlain, were prepared to accept the Bill if it was accompanied by certain concessions. At one point this agreement was secured, but it was lost the next day solely because Mr. Chamberlain, archly, because of his friends that Mr. Gladstone had made an "absolute surrender." Instantly Mr. Gladstone drew back and refused to give any sign which could be construed into an admission that he had surrendered to Mr. Chamberlain. From that moment onwards these two powerful men were in opposite camps. When it is remembered that the point at issue between them—the retention of the Irish members at Westminster—was fully conceded by Mr. Gladstone in 1882, it is permissible to infer that but for this question of pride they would have remained in alliance, and that a good deal of the political history of the past twenty years would have been profoundly altered.

Mr. Hastings submitted that the question which the Licensing Justices had to consider in this case was whether fresh licensing premises were required in this particular neighbourhood. Mr. Stephens had spoken of a temporary licence, but that was not what was asked for; the applicant asked for a permanent licence for these premises. He wished to come to this portion of the town which was already well provided with licensed premises, really with the object of taking away the business of the others. The argument advanced in favour of the applicant was a little difficult to follow. Because he had been knocked down by drunken men in the neighbourhood he Mr. Stephens pressed upon the Justices that there should be another public house there.

Mr. Stephens:—My argument was that there should be no public house there at all.

Mr. Hastings:—Then one does not see how it should apply in favour of your client.

Mr. Deacon said there were undoubtedly too many public houses in the vicinity, and that number should not be added to.

Mr. Hastings pointed out that the applicant was now selling liquors without permission.

The Chairman:—He has permission from the police.

Mr. Hastings:—That is not a licence, and on that ground his application ought to be rejected.

The Court was then cleared for the Justices to consider the application. When it was reopened the Chairman announced that they had decided to refuse the application.

Mr. Stephens then applied for a temporary licence, but the Chairman said they had not power to grant it.

Mr. Stephens said he would probably have to petition the Governor-in-Council.

The following adjacent licences were granted:—

C. Fiedler, The Café Weissmann Limited 84, Queen's Road Central; K. Uytendaele, The Sei Fow Row Hotel, 38 and 37, Connaught Road Central; P. O. Painter, The Peak Hotel, Victoria Gap; A. A. H. Milroy, The Sailors' Home, 834, Des Vaux Road West; J. E. Newbold, The Owl Grill Room, 29 and 31, Des Vaux Road Central; L. Geman, The Astor House, 13, Queen's Road Central; Owen Elias Owen, The Kowloon Hotel, 30, Elgin Road Kowloon.

The application from K. Uytendaele for an adjacent licence for the Sei Fow Row Hotel at 38 and 37, Connaught Road Central, the Chairman announced, was objected to by the police.

Mr. Davidson said he appeared in support of the application; and had had no notice of the objection.

Captain Baderley:—The objection is based upon a prosecution. The proprietor was convicted a short time ago for selling liquor otherwise than as his licence permitted. Liquor was sold the same way as in a bar, a piece of bread and cheese being placed before a customer. An adjacent licence permitted the licensee to sell liquor as an adjunct to meals.

Mr. Davidson said it was practically a universal practice for adjacent licensees to supply bread and cheese with liquor. Probably the main object of a person applying for liquor was merely the liquor. He was instructed that on the occasion to which the police referred to, beer and bread and cheese were supplied in the usual way, but the servant who supplied them omitted to ask the usual question. In this case he was instructed that information had been given to the police by the proprietor of the Cosmopolitan Hotel.

Captain Baderley:—What has it got to do with it where we get our information?

Mr. Davidson:—The breach complained of was when plain clothes officers went to the house and asked to be supplied with liquor. He submitted that the offence was a very trifling one, and was hardly sufficient for refusing the licence if it supplied a felt want.

After considering the application in camera the Chairman announced on the opening of the Court that the application would be granted, but the applicant should be warned against breaking the law again.

The applications by Tam King Kaw for an adjacent licence for the Shanghai Hotel, and by P. O. Painter for an adjacent licence for the Peak Hotel, were refused, but the Chairman announced in regard to the second application that, if the applicant applied for a Chinese licence, the Registrar-General would support the application.

THE PERSONAL EQUATION IN POLITICS.

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SUPREME COURT.

Wednesday, November 4th.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. GOMPERTZ.

(ACTING PLENARY JUDGE).

AN APPLICATION FOR JUDGMENT.

The case in which S. E. Allana and Co. sued Miss M. Hayden to recover payment for goods sold, was mentioned in Court yesterday.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) represented the plaintiff and Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) appeared for the defendant.

Mr. Dixon said the plaintiff had disposed of their business and the goodwill, stock-in-trade and book debts to a third party, so he supposed the right of action which was in the plaintiff was now vested in the third party. Therefore he would ask his Lordship to allow the case to go into Friday's list in order that he could see the third party and ascertain what his wishes were with regard to this action.

Mr. Morrell asked for judgment and costs for the defendant for what it was worth. It was obvious that the plaintiff knew he was bankrupt, although in the box he swore that he was a wealthy man. In this he committed deliberate perjury, for he sold his business and filed his petition in bankruptcy on the same day. Plaintiff's case was absolutely broken down, and the defendant was entitled to judgment, otherwise in the bankruptcy proceedings a proof would be filed against defendant for debt.

Mr. Dixon:—I am prepared to go on with the case, but cannot proceed with it in its present form.

Mr. Morrell:—I ask your Lordship for judgment.

His Lordship:—On the merits of the case? Mr. Morrell:—On the merits of the case, and on the plaintiff's cross-examination.

His Lordship (to Mr. Dixon):—Can you go on after having filed your petition?

Mr. Dixon:—Certainly. The plaintiff has assigned the goodwill of their business, stock-in-trade and book debts to somebody else. That vests, subject to notices which I have to give under the Judicature Act, whatever rights the plaintiff has in this debt in the person who purchased the book debts. He will be entitled, if he thinks fit, to go on with the action, and if he succeeds my friend will have to pay all the costs.

His Lordship:—Can you go on now? You have assigned your interest.

Mr. Dixon:—I am prepared, with your Lordship's permission, to amend the title in the action and go on with the case.

Mr. Morrell:—My friend cannot appear for Allana. Allana brought the action knowing he was insolvent, and defendant is entitled to judgment.

His Lordship:—I don't think you are entitled to judgment, so far, but I will make a condition that you get your costs for to-day.

Mr. Dixon:—Oh, no, my Lord. Against whom, my Lord?

His Lordship:—On behalf of whom are you appearing?

Mr. Dixon:—I am appearing at present for Allana and Co.

Mr. Morrell:—Who don't exist?

Mr. Dixon:—And I am asking for the case to stand over as Allana has sold his business.

His Lordship:—You are appearing for the plaintiff Allana?

Mr. Dixon:—Yes.

His Lordship:—He has no longer any interest in the subject matter of this claim.

Mr. Dixon:—He has assigned the debt to somebody else. I am entitled to apply for an adjournment.

His Lordship:—I can only grant the application on the payment of costs.

Mr. Dixon:—Against whom does your Lordship make the order?

His Lordship:—I don't know who your clients are, but if I grant your application it will be on those terms.

Mr. Dixon:—Will your Lordship adjourn the case?

His Lordship:—On those terms? I cannot possibly decide on the merits now, and I am not clear that the plaintiff is entitled to go on.

Mr. Dixon:—I am not prepared to go on.

Mr. Morrell drew his Lordship's attention to Ordinance No. 3 of 1873 which gave the Court power to commit a man to prison for three months for perjury himself, and asked his Lordship to commit the plaintiff.

Mr. Dixon:—It is quite possible I could make a similar application with regard to my friend's client before I have finished with her.

His Lordship:—I will adjourn the case, and allow the defendant costs for the day.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China, and is a little at the Southern stations.

The shallow depression is moving Eastwards over the Lower Yangtze, and the depression lying over the S. of Japan yesterday, is moving into the Pacific to the E. of Hokkaido.

Gradients are slight in the South, and moderate in the North, and are expected in the morning.

On the 5th at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China, and is a little at the Southern stations.

The shallow depression is moving Eastwards over the Lower Yangtze, and the depression lying over the S. of Japan yesterday, is moving into the Pacific to the E. of Hokkaido.

Gradients are slight in the South, and moderate in the North, and are expected in the morning.

On the 6th at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China, and is a little at the Southern stations.

The shallow depression is moving Eastwards over the Lower Yangtze, and the depression lying over the S. of Japan yesterday, is moving into the Pacific to the E. of Hokkaido.

Gradients are slight in the South, and moderate in the North, and are expected in the morning.

On the 7th at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China, and is a little at the Southern stations.

The shallow depression is moving Eastwards over the Lower Yangtze, and the depression lying over the S. of Japan yesterday, is moving into the Pacific to the E. of Hokkaido.

Gradients are slight in the South, and moderate in the North, and are expected in the morning.

On the 8th at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China, and is a little at the Southern stations.

The shallow depression is moving Eastwards over the Lower Yangtze, and the depression lying over the S. of Japan yesterday, is moving into the Pacific to the E. of Hokkaido.

Gradients are slight in the South, and moderate in the North, and are expected in the morning.

HEMORRHOIDS SORES AND ECZEMA

Accompanied by Terrible itching—A Complicated and Most Distressing Case—Well-known Remedies Failed to Cure—Doctor Thought an Operation Necessary—Then

CUTICURA PROVED ITS WONDERFUL EFFICACY

"I am now eighty years old and one morning, three years ago, I was taken with a hard pain in my right side. In two days I had an attack of piles (hemorrhoids), bleeding and protruding. The doctor gave me some medicine and an ointment for them which helped me some but I had to keep using them all the time. Then I changed to the P-remedy, but if I did not use it every day, I would get worse. The doctor said the only safe remedy was to go to a hospital and be operated on. At this time, about a year ago, I went to using the P-remedy. I used it for four or five months but did not get much help for my piles. During this time some would come on a fleshy part of my body, and I would have to use the P-remedy. I would get one healed and another would come. These were changed to eczema, accompanied by a terrible itching. It seemed as if I could not keep my hands from bearing my flesh. This and the pile trouble brought on an increased condition. Then I got the Cuticura Remedies. I washed the affected parts with Cuticura Soap and warm water in the morning, at noon, and at night, then used Cuticura Ointment with a Cuticura Suppository. I also took Cuticura Resolvent Pills three times a day. It took a month of this treatment to get me in a fairly healthy state and then I treated myself once a day for three months and after that, once or twice a week. It is fortunate that I used Cuticura. The treatments I had tried took a lot of money that I would have saved by using Cuticura Remedies sooner, but I am wiser now, and I would not feel safe without them. Write to H. Henderson, Hopkinton, Mass., U.S.A., N.Y. U.S.A., April 24, 1907.

Send to nearest depot for Cuticura Book on Treatment of Skin Diseases. Complete directions and internal system of Cuticura Remedies to cleanse the skin, cure eczema, dandruff, itching, and all skin troubles. In the form of Pills (Bottle enclosed) to cure the blood, and to keep the system pure. Send for the book, and you will be able to cure your skin troubles. Write to H. Henderson, Hopkinton, Mass., U.S.A., N.Y. U.S.A., April 24, 1907.

BAKTER SCHOOLS BAZAAR.

The annual bazaar in connection with the C. M. S. Barker Mission Schools was opened by His Excellency the Governor in the City Hall yesterday afternoon. Sh. Andrew's Hall, in which the Bazaar was held, was tastefully draped with flags while the various stalls were laden with toys, fancy goods, embroideries and other knick-knacks dear to the heart of females. The ladies presiding over the various stalls were:—

BAKTER SCHOOLS BAZAAR:—Mrs. May, Mrs. Peter, Mrs. Gedge, Mrs. Freeman, Mrs. Oakley, Mrs. Mackay and Miss Lyon.

FANCY STALLS:—Mrs. W. L. Carter, Mrs. Bowley, Miss Clark, Mrs. Hutton-Potts and Miss Layton, Mrs. Stedman, Mrs. Edkins, Mrs. Beck, Mrs. Bruce Shepherd, and Mrs. Edwards.

JAPANESE STALLS:—Mrs. Batterworth, Mrs. Waller and Miss Handland.

DOLL STALL:—Mrs. Tomkins, Mrs. Rouse and Mrs. Leefe.

PICTURE AND FRAMES STALL:—Mrs. Bell, Mrs. Pollock, Mrs. Henry Slade and Mrs. Pilcher.

CHILDREN'S CLOTHES STALL:—Mrs. Lammert, Mrs. Seth, Miss Barker and Miss Lammert.

WOLLEN STALL:—Mrs. Gibbs, Miss Miss Stacey and Miss Fisher.

SWIMMING AND TOY STALL:—Miss Mary Denison and Mrs. Denison.

ST. STALL

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Cable A.B.O., 5th N.S. Lieber's.

P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

A SECOND HAND MOTOR CYCLE, not exceeding 8 H.P. State price and particulars to—

"PETROL" Office,
Hongkong, 5th November, 1908. 1531

WANTED.

COMFORTABLE BED SITTING ROOM on the Higher Levels. English family preferred; board optional.

Apply—

Box 619,
Care of "Daily Press" Office,
Hongkong, 5th November, 1908. 1532

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship
"FRINZ LUWIG"
Captain F. von Binsler will leave for the above places TO-DAY, the 5th inst., at 3 p.m.

NORDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & Co.,
General Agents.
Hongkong, 5th November, 1908. 5

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"JAPAN"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 6th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from a long-side, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 4th November, 1908. 1530

BANK HOLIDAY.

IN accordance with Government Notification N. 776 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 9th November, the anniversary of the BIRTHDAY of HIS MOST GRACIOUS MAJESTY KING EDWARD VII.

Hongkong, 4th November, 1908. 1528



MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the Magistracy, at 12.15 p.m. on MONDAY, the 16th November, 1908, for the purpose of considering the following application under the Liquor Licenses Ordinance, 1898 and 1908, viz.—

From one G. BERTOLONE for an Adjunct License to sell by retail intoxicating liquors on premises numbered 37, Queen's Road Central, under the signature of G. BERTOLONE.

J. R. WOOD,
Police Magistrate.
Hongkong, 29th October, 1908. 1529

NOTICE.

HOPKINS' BUTCHERY, Shanghai, is now prepared to supply its Patrons in Hongkong during the Winter Months with Game, Game Birds, Pork Pies, Brawn, Sausages, Fresh and Corned Beef.

Orders will be carefully and promptly attended.

Shanghai, 1st November, 1908. 1520

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 29th February, 1908.

Coupon No. 11 is payable on 2nd November, at the Chartered Bank of India, Australia & China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 2nd November, 1908. 1521

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATES.

No. 6472-297859/297858-18 Shares in name of LI LUM.

No. 6472-297857/297856-10 Shares in name of LI MAN HING.

No. 6177-296253/296252-100 Shares in name of LI LUM and LI KIN TONG.

NOTICE IS HEREBY GIVEN that the Original Certificates of the above CERTIFICATES will be issued one month hence, and the Original Certificates unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th October, 1908. 1440

ENTERTAINMENT

CIVIL SERVICE CRICKET CLUB
LAWN, HAPPY VALLEY.

A GRAND OPEN AIR CONCERT ON SATURDAY, 7TH NOV.

Under the Patronage of
H.E. SIR FREDERICK LUGARD, K.C.M.G.
and Hon. Mr. F. H. MAY, C.M.G.
By kind permission of Lieut. Col. Glover, the Band of the Middlesex Regt. will be in attendance.

TICKET \$1, to be had from the Secretary, Members of Committee, and at Messrs. S. MOUTRIE & Co., and the ROBINSON PIANO Co.
Hongkong, 3rd November, 1908. 1525

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING

ARNHOLD, KARBURG & CO.
Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily. Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 43

A TACK & CO.

26, DES VŒUX ROAD, CENTRAL.

JUST LANDED
A LARGE ASSORTMENT OF
KODAK FILMS AND ACCESSORIES.

DEVELOPING and PRINTING
UNDERTAKEN.

Hongkong, 10th September, 1908. 81

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong 31st July, 1907. 1448

NOTICE.

LADIES, YOUR KIND ATTENTION, PLEASE!

HOOSAIN-ALI & Co., beg to announce another GREAT CLEARANCE SALE ONE MONTH ONLY.

SUMMER AUTUMN AND WINTER GOODS.

All at BED ROCK PRICES.
Don't miss this opportunity.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road, Central.
Hongkong, 1st October, 1908. 651

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .555. 37 and 37.50 per 100. SPOONING REQUISITES and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 28th October, 1908. 1447

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

CARLOWITZ & CO. Agents.
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 535

SANG MOW.

RAUTAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, November 30th 1908, and THREE PRACTICE DANCES, on WEDNESDAY, 11th, 18th and 25th November, from 5 to 7 p.m.

Scotmen desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,
Hon. Secretary.
Hongkong, 6th October, 1908. 1809.

WANTED.

ON Lower Levels for 3 months from 1st December, 1908, well FURNISHED HOUSE of 5 or 6 Rooms. Good Rent will be paid.

Apply to—

LINSTEAD & DAVIS.
Hongkong, 28th October, 1908. 1493

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1908. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

I. Authorized Capital.....£3,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....687,500 0 0
II. Fire Funds.....3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. 1019

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1261

SIEN TING

SURGEON DENTIST,
No. 10, DAUGILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1327

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 85 & 87, KING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 680

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(Established 1896.)
No. 27, Des Vœux Road, opposite the P. & O.'s Office.

Dealers in Bare Asiatic and Foreign Postage Stamps.
View and Artistic Postcards.
Novels, Cigars and all other Philatelic Goods.
Now on view a fine collection of 4,800 STAMPS for \$750.
Inspection cordially invited. 1378

FOR SALE

BREWERY FOR SALE.

FOR SALE with IMMEDIATE POSSESSION, as a going concern, the Steam Brewery known as the Imperial Brewery with capacity of 7000 gallons per 24 hours.

Apply—

H. PERCY SMITH,
Liquidator,
5, Queen's Road Central.
Hongkong, 3rd November, 1908. 1524

FOR SALE.

A FIVE ROOMED HOUSE, No. 114, The Peak. With possession from 1st May, 1909.

Apply to—

H. W. SLADE,
Hongkong, 13th October, 1908. 1422

CHINA EXPRESS CO.,
3, DUNDRELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOSBACH'S PORTAL PLANE CAMERA, PHOTO MATERIALS, DRYERS and CHEMICALS.
Hongkong, 5th August, 1908. 1050

TO LET

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—

SCHULDT & CO.,
Hongkong, 28th July, 1908. 1013

TO LET.

"CRAGSIDE" BAKER ROAD, Peak, from 17th March next. Furnished, Plate, Linen, etc.

Apply—

A. H. SKELTON,
Lans, Crawford & Co.,
Hongkong, 2nd November, 1908. 1523

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st November, 1908. 185

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portion of MARINE LOT Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 194

TO LET

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—

THE COMPADORE DEPARTMENT,
S. D. SASSOON & CO.,
Queen's Road Central.
Hongkong, 10th June, 1908. 947

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT & CO
Same address.
Hongkong, 23rd January, 1907. 270

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st November, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 191

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.

Apply to—

N. MODY & CO.,
Hongkong, 23rd July, 1908. 1342

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.

For Particulars apply to—

C. SCHROETER,
Care of GARRICK, ROBERTS & Co.,
King's Buildings, 3rd Floor.
Hongkong, 8th August, 1908. 1164

TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to—

CHATER & MODY,
Victoria Buildings.
Hongkong, 19th October, 1908. 1452

TO LET.

NO. 32, CAINE ROAD.

Apply to—

SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 30th September, 1908. 190

TO LET.

BERTHOLWYN, Peak Road, from 1st March next. Excellently Furnished. Hot and Cold Water laid on. Tennis Court and Swimming Bath.

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 8th October, 1908. 1404

TO LET.

NO. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—

COMPADORE'S DEPARTMENT,
Nippon Yamen Kaisha.
Hongkong, 31st July, 1908. 188

TO LET.

KOWLOON MARINE LOT 48, Yau Ma Tei. Area 85,300 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in HIPON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BRUSH BUILDINGS and No. 12B, Des Vœux Road near to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st November, 1908. 86

TO LET.

NO. 3, OBSERVATORY VILLAS, Kowloon, FIVE-ROOMED HOUSE with Electric and Gas Lights. Tennis Court, etc. Moderate Rental.

Apply to—

ABRAHAM V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 28th September, 1908. 1352

TO LET.

"GLENWOOD," CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONSFIELD ARCADE, facing the Parade Ground.

CRAIG RYRIE, No. 4, Peak.

No. 55, ELGIN TERRACE.

BEACONSFIELD ARCADE, Fine Offices and Dwelling.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Calbeck MacGregor).

OFFICES in Queen's Road Central.

BEILLIOS TERRACE HOUSES, Robinson Road.

A GODOWN in DUNDRELL STREET.

No. 13, DUNDRELL STREET Shop.

No. 2, DES VŒUX VILLAS (PEAK).

Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd November, 1908. 89

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Osaka
Nagasaki London Lyons
New York San Francisco Honolulu
Bombay Shanghai Hankow
Canton Tientsin Peking
Nanchow Dairen Port Arthur
Antung Lioyang Mukden
Tientsin Chang Chun

HONGKONG—INTEREST ALLOW

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Moldavia"
From Australia ex s.s. "Victoria"
From Calcutta, ex s.s. "Ceylon"
From Persian Gulf ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 5th Nov., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 29th October, 1908.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA,"
Captain Brehmer, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Nov., at 4 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 30th October, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Nov., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st October, 1908.

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 31st October, 1908.

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VAN HOUTEN'S COCOA

Children never tire of its
exquisite natural flavour and

it is as healthful as it is

delicious.



BEST &
GOES FARTHEST.

MARTIN'S APIOL-STEEL PILLS

As Supplied to the House of
COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
AMERICAN INTEREST.

By OHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.)

THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kowloon, is dedicated

to the children of Far Cathay, and is
now on sale at the Hongkong Daily Press
Office, and at all the leading bookshops.

Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese
Emblem in Gold.

To be obtained from Messrs. LITTLE & WALSH
LTD., Messrs. BREWER & Co., or from
the Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

GENERAL KUROPATKIN'S MEMOIRS.

WHY THE JAPANESE DEFEATED THE RUSSIANS.

The October issue of McClure's Magazine

contains the second instalment of Mr. George

Kenna's translation of portions of General

Kuropatkin's suppressed memoirs of the late

War. We make the following extracts:

When the national pride has been humiliated

by failure in our military operations there

is a man who is responsible for it. Some persons

attribute it to general causes, others to special

causes. Some condemn the system, or the régime,

while others throw the blame on particular

individuals. I have been so closely connected

with immensely important events in the Far

East, and have been responsible to such an extent

for the failure of our military operations, that

I can hardly hope to take an absolutely

dispassionate and objective view of the persons

and matter that I shall deal with in the present

work; but my object is not so much to justify

myself by replying to the charges that have

been brought against me personally as to furnish

material that will make it easier for the future

historian to state fairly the reasons for our

defeat and thus prevent the adoption of

measures that will prevent such defeat hereafter.

The army that Russia put into the field in 1904-5

was unable, in the time allowed, to conquer the

Japanese, and yet Japan, only a short time before

the war began, had no regular army and was

regarded by us as a second-class Power. How was

she able to win a complete victory over Russia

at sea, and to defeat a powerful Russian army

on land? Many writers will study this question

and, in time they will give us a comprehensive

answer to it, but I shall confine myself to the

present work on an enumeration of the most

broad and general reasons for Japanese success.

Among the most important of such reasons is

the following:—We did not fully appreciate

the material and moral strength of Japan

and regard a conflict with her seriously enough.

In 1897, the army of Japan consisted of nine

battalions of infantry, two squadrons of cavalry,

and eight batteries, and numbered only 10,000

men. This force, which formed the cadre of

the present army, had French teachers and

adopted from the latter the French uniform.

After the Franco-German war of 1870-71,

German officers took the places of the French

instructors; military service was made a

national obligation, and Japanese officers were

sent to Europe, every year, for the purpose of

study. At the time of her war with China,

Japan had an army consisting of seven infantry

divisions; but finding herself unable at the

end of that war, to retain the fruits of her

victory, on account of her weakness both on

land and at sea, she made every possible effort

to create an army and a fleet that would be

strong enough to protect her interests. On the

19th of March, 1896, the Mikado issued a

decree providing for such a reorganization of

the army as would double its strength in the

course of seven years. This reorganization was

completed in 1903. Our military and naval

authorities did not overlook the creation and

development in Japan of a strong army and

fleet; but they could not have foreseen the

speed and magnitude of the change. We kept an

account of every ship built and every division

of troops organized; but we did not estimate

highly enough those beginnings of Japan, and

did not admit the possibility of measuring her

fighting-power by European standards. The

latest information that we had with regard to

her military strength, prior to the late war,

was compiled by our General Staff from the

reports of Colonel Vassonoff and other Russian

military agents in Tokyo. It showed that her

army, on a peace footing numbered 8,116

officers and 138,417 men (not including

the troops in Korea); and that her

army had 10,735 officers (not including

reserve officers) and 348,074 men with

perhaps 60,000 untrained reserve recruits.

There was no mention of additional reserve

forces.

In 1903 Colonel Adashin, who had just

visited Japan, gave to General Zhilinski, of

our General Staff, very important information

with regard to new reserves which the Japanese

were organizing for service in case of war.

Inasmuch, however, as the information did not

agree at all with that previously furnished by

Colonel Vassonoff, General Zhilinski did not

give it credence. A few months later,

Captain Basine, a very talented officer who

was acting as naval observer in Japan,

made a similar report upon Japanese reserves

to his superiors, and extracts from it were

furnished to General Sakharoff, Chief of Staff

of the army. Although the information con-

tained in this report ultimately proved to be

perfectly accurate, the report was pigeonholed,

and did not reach the General Staff.

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSHALLS.	SUMATRA Capt. E. W. Brace	10 A.M. 5th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	PALESTINE Capt. J. B. Ferguson	Neon, 10th Nov.	Freight only.
SHANGHAI	OCIANA Capt. W. Hayward	4 P.M. 13th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	DELHI Capt. J. D. Andrews, R.N.	Noon, 14th Nov.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT
Superintendent.

Hongkong, 5th November, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, NEWCHANG, and TIENTSIN	"HUICHOW"	On 7th Nov., 4 P.M.
CEBU and LOLOLO	"SUNGKIANG"	On 7th Nov., 4 P.M.
HOIHOW and HAIPHONG	"CHIHLEI"	On 8th Nov., 8 A.M.
MANILA	"TAMING"	On 10th Nov., 4 P.M.
SHANGHAI	"YOHOW"	On 10th Nov., 4 P.M.

MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIBNS, DOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

K. H. HONG, MANILA, SINGAPORE, SINGAPORE AND RETURN TO MANILA AND TIENTSIN.

For Freight or Passage, apply to—
Hongkong, 5th November, 1908.BUTTERFIELD & SWIRE
AGENTS.HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES;
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSILLER, ANTWERP & HAMBURG:
S.S. SCANDIA ... 20th Nov.	S.S. LIBERIA ... 5th Nov.
S.S. ISTRIA ... 5th Dec.	FOR HAVRE, BREMEN & HAMBURG:
S.S. BRISGAVIA ... 17th Dec.	S.S. SUEVIA ... 5th Nov.
S.S. ANDALUSIA ... 27th Dec.	FOR HAVRE & HAMBURG:
S.S. SAXONIA ... 9th Jan., 09	S.S. SENGAMBIA ... 17th Nov.
	FOR MARSILLER, HAVRE & HAMBURG:
	S.S. SITHONIA ... 4th Dec.
	FOR HAVRE & HAMBURG:
	S.S. SEGROVIA ... 6th Dec.
	FOR MARSILLER, HAVRE & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 2nd November, 1908.

Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 6th Nov., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"LAISANG"	Saturday, 7th Nov., 1 P.M.
SHANGHAI via SWATOW	"KWONGSANG"	Sunday, 8th Nov., 1 P.M.
SHANGHAI	"TINGSANG"	Monday, 9th Nov., Noon.
TIENTSIN	"CHIPSING"	Thursday, 12th Nov., Noon.
MANILA	"YUENSANG"	Friday, 13th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 21st Nov., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 5th November, 1908.

GENERAL MANAGERS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
TAMSU VIA SWATOW & AMOY.	"DAIKIN MARU" Capt. I. Sakurai	SUNDAY, 8th Nov., at 9 A.M.

* ANPING VIA SWATOW "SHOSHU MARU" WEDNESDAY, 11th Nov.,
at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsips. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 5th October, 1908.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSILLER, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, PORT SAID and MARSHALLS.	KAMAKURA MARU Capt. W. Wada Tons 6128	WEDNESDAY, 11th Nov., at Daylight
VIETNAM, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.	KANAGAWA MARU Capt. N. Ohno Tons 6169	WEDNESDAY, 25th Nov., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	AKI MARU Capt. M. Yagi Tons 6444	TUESDAY, 10th Nov., at 4 P.M.
SHANGHAI and KOBE	IYO MARU Capt. S. Ishikawa Tons 6920	TUESDAY, 24th Nov., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO.	YAWATA MARU Capt. T. Sakai Tons 3817	FRIDAY, 27th Nov., at Noon
KOBE and YOKOHAMA	NIKKO MARU Capt. A. E. Moses Tons 5539	THURSDAY, 24th Dec., at Noon
NAGASAKI, KOBE and YOKOHAMA.	YUBOSHI MARU Capt. B. Kon Tons 3798	WEDNESDAY, 11th Nov., at 4 P.M.
	WAKAMIYA MARU Capt. T. Yamawaki Tons 4421	FRIDAY, 18th November
	SADO MARU Capt. Geo. Anderson Tons 6227	SATURDAY, 14th Nov., at Daylight
	NIKKO MARU Capt. A. E. Moses Tons 5539	WEDNESDAY, 25th Nov., at Noon

* Omitting Yokohama.
† Cargo only.
‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER.

Hongkong 5th November, 1908.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Changhai, (Peking (Tientsin), Kobe, Yokohama, Genoa to Hongkong in 29 Days.
Naples to Hongkong in 29 Days.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland } via Vancouver
Passengers to Overland and Europe } 13 Days
Yokohama to Vancouver }
Yokohama to London and Paris 26 Days

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= CORSE ... 28th Nov. | AMIRAL MAGON ... 11th Jan. 09
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 22nd October, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidsips. Electric Light, Perfect Cuisine. SURGEON and STEWARDSSS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 7th Nov., Noon.
RUBI	2540	R. W. Almond	Manila	On 14th Nov., Noon.

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AKI MARU, Japanese str., 3,995, M. Yagi, 25th October—Moji 21st October, General—Nippon Yusen Kaisha.
ARRATON APCAR, British str., 2,931, A. Stewart, 1st Nov.—Shanghai 29th Oct., General—David Sassoon & Co.
BRANDER, British str., 1,876, Gough, 31st October—Moji 28th Oct., Coal—Gibb, Livingston & Co.
BRUNNEN, British str., 2,510, J. D. Sarchet, 31st October—London 13th September.
ITON and General—Gibb, Livingston & Co.
CHOUMEN, German str., 1,021, Uldes, 1st Nov.—Bangkok 24th Oct., Rice—Batterfield & Swire.
CHURUSANO, British str., 1,418, Sawyer, 31st Oct.—Samarang 21st October, Sugar—Jardine, Matheson & Co.
DERWENT, British str., 1,532, J. Jenkins, 27th October—Saigon 23rd October, General—Chas.
ELVASCO, British str., 2,751, Pait, 1st Nov.—Nantes, Coal—Doddwell & Co.
EXPRESS OF JAPAN, British str., 3,03, S. Robinson, 29th Oct.—Vancouver 7th Oct., Mail, General and Flour—C. P. R. Co.
FIUME, German str., 335, B. Wigner, 1st Nov.—Iloilo 27th October, Sugar—Sander, Wither & Co.
FOOCHOW, British str., 1,233, Vincent, 30th October—Chefoo 24th October, Beans and General—Batterfield & Swire.
FREZZON, Norwegian str., 891, Andersen, 2nd Nov.—Haiphong 1st Nov., Salt—Agard, Thomson & Co.
HANGSANG, British str., 1,856, S. Wilde, 28th Oct.—Shanghai and Swatow 23rd October, General—Jardine, Matheson & Co.
KOSMI, American str., 5,851, R. Sandberg, 2nd November—San Francisco and Shanghai 31st October, Mails and General—Pacific Mail Steamship Co.
KWANGSANG, Chinese str., 1,340, B. Lincoln, 30th October—Shanghai 27th October, General—Chas.
KWONGSANG, British str., 1,423, P. Baker, 1st Nov.—Shanghai and Swatow 23rd October, General—Jardine, Matheson & Co.
LAISANG, British str., 2,224, E. J. Tadd, 28th Oct.—Calcutta and Singapore 23rd Oct., General—Jardine, Matheson & Co.
LOONGSANG, British str., 1,082, S. J. Payne, 2nd Nov.—Manila 30th October, General—Jardine, Matheson & Co.
LOOSCH, German str., 1,021, G. Schultzen, 2nd Nov.—Bangkok and Swatow 1st Nov., Rice and Meal—Batterfield & Swire.
MAHREN, German str., 899, Loller, 2nd Nov.—Bangkok 23rd Oct., Rice and Wood—N.D.L.
NARHANG, British str., 1,237, Allan Jones, 13th October—Saigon 14th Oct., Rice and General—Bradley & Co.
M. S. DOLLAR, British str., 2,579, C. H. Bross, 29th October—Moji 24th October, Coal—Order.
NUMANTIA, German str., 2,810, Feldmann, 1st Nov.—Portland (Or.) via Moji 27th Oct., General—Portland & Atlantic S.S. Co.
PATRAY, British str., 3,176, H. A. Chaplin, 2nd Nov.—Keelung 1st November, General—Order.
POTCHABUR, German str., 2,200, G. Wolf, 1st Nov.—Bangkok 24th Oct., Rice, Meal and Wood—N.D.L.
PITSANULOK, German str., Hevanga, 28th Oct.—Bangkok 18th Oct., Rice—Batterfield & Swire.
SAMRIA, German str., 5,823, Hildebrandt, 1st Nov.—Shanghai 29th October—Hamburg—Amerika Linie.
SHAOSHING, British str., 1,307, McIntosh, 29th October—Shanghai and Amoy 28th Oct., General—Batterfield & Swire.
SOUTAN, British str., 4,207, R. de B. Lochner, 2nd Nov.—5th October—Southampton 16th September—Government.
SUEVIA, German str., 3,790, Selmer, 2nd Nov.—Fochoo 31st Oct., General—Hamburg—Amerika Linie.
SURGIANG, British str., 937, Pennyfather, 2nd November—Iloilo 30th Oct., Sugar—Batterfield & Swire.
TELINACHUS, British str., 1,340, Williams, 26th Oct.—Saigon 22nd Oct., General—Chas.
TINGANG, British str., 1,058, E. M. Reynolds, 2nd Nov.—Wuhu 25th Oct., General—Jardine, Matheson & Co.
USHER, British str., 2,350, Perry, 27th Oct.—Manila 23rd October, Ballast—Master.
ZAFIRO, British str., 1,619, R. Rodger, 2nd Nov.—Manila 31st October, General—Shewan, Tomes & Co.

SAILING VESSELS:

DAYLIGHT, British str., 3,080, M. Bryde, 30th October—Yokohama 19th September, Ballast—Standard Oil Co.

ECLIPSE, British 4-masted bark, 2,368, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.

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